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The Daily Press.

HONGKONG, July 26th, 1900

APART from the question of the hour, which is the relief of Peking and the quelling of the insurrection in the North, there remains the deeper and more lasting one for England of what is to follow the restoration of order—a question pregnant with issues vital to the prosperity of British interests and British trade. We have not the slightest doubt but that, if it were possible, our Foreign Office would revert to that policy of drift which has characterized their attitude on the China question in the past. Happily or unhappily, as the event may prove, and as the public opinion of England may be guided, this is an attitude which they are not likely to be allowed to assume. It will be well for this generation and for the generations to come that the gravity of the crisis which they are called upon to face be brought forcibly before the Government, and with the Transvaal question well on the way to solution it is not unlikely that it will be so pressed on their notice that inaction on their part will become an impossibility. But it is at the same time absolutely essential that the great mass of the public at home should have it clearly placed before them that this is the turning point in the history of China, and that as they may sow now so they will reap in the future. After restoration of order, the first problem the Powers will have to face is the question of Empire or no Empire—division or maintenance of the *status quo*. There will doubtless be a party who will advocate the policy of division, but England and America, if not other Powers, will without doubt adhere to their original and declared intention of maintaining the integrity of the Empire, and with their weight thrown in the balance, it is pretty safe to say that this policy will carry the day. The next is the question of who is to fill the throne? Shall it be Kwang Hui, if he still lives, or shall the officials who have remained loyal throughout be called upon to decide who is to preside over the destiny of the millions committed to their charge? These decided, financial reorganization of the Empire will be a matter calling for prompt but careful treatment, and with it the revision of the tariff on foreign imports

and on exports. In this connection it is to be noted that it was obviously the intention of the Chinese Government, previous to the outbreak of hostilities, to deal with this question from the old standpoint that foreign nations were concerned only with the question of taxation on imports and exports and that internal taxation was one solely concerning the Chinese themselves, and which consequently they could fix and arrange on any basis they liked. Had the British Government ever been foolish enough to listen to, not to mention entertain, any such proposals, we should have no hesitation in saying their action would be regarded as almost criminal by that portion of the public who have any knowledge or idea of the manner in which the corrupt provincial administrations strangle trade. So closely related and interwoven are the threads of commerce that it is impossible to tighten or break one without at the same time increasing the strain and tension on the others to a dangerous extent. In a word, it is that mistaken idea so long entertained by our Government that the internal affairs of China are none of their business, which is, to a large extent, responsible for the present situation. But, be the causes which led up to it what they may, the situation exists, and financial reform of the Empire has got to be forced. First and foremost, then, must be the abolition of the dual system of custom houses throughout; the necessity for which has been again and again, represented by the mercantile community of the Far East, but without receiving any other recognition from the Government than the barest acknowledgement that it would be a desirable reform. This abolition must be done nominally at once; that is to say, an Imperial decree must be issued placing them all under the one Imperial administration which has the capacity or capability of undertaking the task—the Imperial Maritime Customs. The actual taking over of the administration will of course be a matter of time, but as a preliminary the various Imperial Commissioners now in charge at the Treaty Ports must be given full authority to assume control of those customs and *lekin* stations coming under their immediate cognizance. Their gradual abolition or consolidation, according to circumstances, into one Imperial administration will follow. A Railway and Mining Department must be established on the lines of those in vogue in civilized countries and the potential capabilities of China be allowed free development. Such are a few of the steps that must be taken in the near future by the Powers who will exercise a controlling voice in the future of the Celestial Empire; and of those Powers the most prominent should be, and must be, England. Her vast trading interests, her well-known impartiality to all comers, render it imperative that she should take the lead in introducing reform, civilization, and equality of treatment for all nationalities, into a country where her interests are still paramount over those of all other nations.

So much for the future, but in looking forward it by no means behoves us to forget the immediate present. There are large sums of money due by China for loans contracted. There is also a pretty fair account to settle for the expenses in connection with this trouble in the North, and it is not to be supposed that in either case the subscribers to the loans, or those nations who have already experienced losses in the lives of their subjects which no money can repay, will be content to be pecuniary losers. Meanwhile, however, the Imperial Customs administration is duly collecting revenue day by day and paying it over to the provincial officials who, it may be supposed, either remit it to Peking or not as they see fit. It becomes then a question whether the Powers should not notify the Viceroy of the various provinces that, pending the settlement of the trouble in the North, they are to retain all funds so collected, and that on the restoration of good order they will be held responsible for the revenue so collected. Further, the Commissioners in the Imperial Service should be instructed to furnish accounts of all sums collected and expended to some central point of safety, such as Shanghai, so that in event of local risings all records may not be lost. An even better precaution would be the direct payment of all revenue collected into an association of foreign and Chinese banks specially appointed for the purpose. Any such steps as these would, however, need a wise and controlling lead, and it would be well for England to take at once the step which she will be compelled to take in the near future, and hurry out to the Far East a CROOKER or a MIXER armed with full powers to take charge of all diplomatic negotiations with the Powers and in conjunction with them to take such steps as may be considered necessary in order to protect the interests of the bondholders and British interests generally. Until some such steps as these are taken we shall be confronted with the spectacle of foreigners being taxed in order that funds may be provided to oppose the advance of foreign troops in their attempts to effect the relief of their beleaguered, or to avenge the death of their murdered, countrymen.

In the 24 hours preceding noon yesterday there were reported six fresh cases of plague and six deaths.

A carpenter who was working on board the *Baron Inverlochy* in the harbour on Tuesday fell into the water and was drowned.

The crew of the *Chung Yuen* was again brought before Mr. Hazeland yesterday on the charge of receiving stolen property, well knowing it to have been stolen, and further remanded.

Among the arrivals by the *Weinan* yesterday was Capt. G. Tyacke, R.G.A., adjutant of the Singapore Volunteer Artillery, who will join his command, a howitzer battery from South Africa, here.

The Agent of the C. P. R. Co's Steamship Line yesterday received a cable advising him that the Canadian Government has at last passed a bill raising the Head Tax on Chinese immigrants from \$50 (gold) to \$100 (gold) per head, the alteration coming into force on the 1st January next.

There is good reason to believe, says the *Strait Times*, that before long, numbers of Singapore Straits-born Chinese will follow the example of Dr. Lim Boon Keng and out off their two-changes. There is a feeling amongst the Straits-born Chinese that the present is an opportune moment for such a step, and we may add that we think so too. If the towelash is to go, why should the cutting operation be postponed?

We have received a pamphlet entitled *Universal Redemption: an Appeal to the Clergy of every Christian Denomination for a wider Conception of the Infinite Mercy of God*, by "A Layman," printed by Messrs. Kelly & Welsh. "A Layman" quotes with admiration Archbishop Farrar's *Eternal Hope*, but goes further than the Archbishop and argues on behalf of "Universalism," which he considers the only logical conclusion.

The other week a man residing at Salkok, near Sam Sai Po, was convicted of being in possession of arms—fighting irons—without a permit, and yesterday afternoon a further charge of being a member of an illegal society was preferred against him. Inspector Macdonald and a party of police, by virtue of a warrant authorizing them to search for arms, visited the man's house on the evening of the 8th inst., and in addition to the fighting irons found concealed about the room certain books relating to the Triad Society.—Mr. Hayes appeared for the defendant, who was remanded.

Through the "outeness" of the master of the launch which runs between Kong Mun (on the West River) and Hongkong, the Chinese authorities made a fine haul of pirates the other day. While on his way to Hongkong the master had his suspicions aroused with regard to 20 men who had come on board as passengers having reason to believe that they were pirates who were only waiting until the launch reached a quiet part of the river so that they might rob the other passengers. The master, accordingly, let off the steam, making believe that some accident had happened and the launch was unable to proceed further. The pirates, however, smelt a rat and the whole 20 jumped overboard. An alarm was raised and 13 of them were captured by the Chinese village police. By this time they have no doubt lost their heads.

An Indian who had summoned a chair coolie for assault and demanding more than his legal fare was brought up with a round turn by Mr. Hazeland at the Magistracy yesterday. The complainant said that on Tuesday he engaged defendant to carry him from the Clock Tower to his house in Hollywood Road, near the Central Police Station. When he reached his door he offered the defendant ten cents. The defendant demanded 15, and because he would not give it to him the man seized him by the coat and tore it. He gave him into custody.—Inspector Macdonald suggested that His Worship should ask the complainant if he did not stop at the Dairy Farm office and get a drink.—In reply the complainant said yes.—His Worship: Why did you not tell me you went to the Dairy Farm office?—The complainant: I forgot.—His Worship: The summons is dismissed.

A somewhat extraordinary case came before Mr. Hazeland at the Magistracy yesterday. Four Chinamen had been arrested on a charge of unlawfully entering a dwelling-house at Kowloon Tong with intent to commit a felony. A hawker named Un Shan said that on Tuesday night, between eight and nine, he returned home to sleep. He called out to his wife to open the door, but could get no reply. Hearing men's voices in the house he went away and reported the matter to the police. The police accompanied him back, and on the door being opened the defendants were arrested. He did not know any of them.—P. C. O'Connell said that at about ten o'clock on Tuesday night he was informed that a robbery had been committed at Kowloon Tong. He went to the complainant's house and found the police endeavouring to get into the house. He called out to those inside to open the door, and in reply four shots were fired. They ultimately opened the door. He arrested two of the defendants and a Chinese detective the other two.—The complainant's mother, on being called to give evidence, put quite a different complexion on the case. She said she had invited the defendants, whom she knew well, to dinner; to consult with them about a charge of assault preferred against her son. She did not open the door to her son because she thought there would be trouble if he got into the house.—His Worship: It is quite clear that these men entered the house on the invitation of this woman, and they are discharged.

The English Mail of the 23rd June was delivered in London on the 23rd instant.

The Portuguese Consul-General at Bangkok hastened steps to foster the small trade between Portugal and Siam. At his prompting, the "Portuguese Commercial Company" has been formed there, to that end, with a capital of 30,000 ticals.

H. M. S. *Marathon*, third-class deck protected cruiser, was expected to arrive at Singapore from the East Indies station last Sunday, en route for China. She was to coal and proceed north immediately. The *Marathon* is commanded by Captain J. G. M. Field. Her principal figures are—displacement 2,950 tons; i.h.p. 9,000; deck-armour 11 in.; guns six 6 in. Q.F., nine 6 prs., one 3 pr., three maxims, one light gun; torpedo-tubes 4; speed 19 knots; complement 218.

At the Fifth Convention of the World's Women's Christian Temperance Union at Edinburgh last month (at which, by the way, the advertising Mr. Sheldon, author of *In His Steps*, was sorry to say that he had seen more drunken men in the three weeks he had been in Great Britain than he had seen in twelve years at home—Topham, Klaus), it is recorded that one lady prayed for the reporters. This reminds one of an occasion when, at a large Salvation Army meeting, "General" Booth made a special prayer on behalf of the reporter—not, he explained, because they were worse than other men, but because they were subject to more temptations.

On the evening of the 17th instant the following Express, in Malay, was circulated among the Straits-born Chinese in Singapore—I wish to make known to all my Straits-born Chinese friends that now these beasts and uncivilized Manchus have begun to break the laws of the world. We all are very thankful that we are under the British Flag. We all must show how thankful we are to the British Government by asking leave to go and help the British soldiers in China by fighting with them against the Boxers and the Manchus. Whoever wishes to join will please to send their names to me. I am, &c., Wee Thiam Tew, Advocate and Solicitor, Singapore.

We have the opportunity of seeing many Chinese notions of English letter-writing. Here, I, by way of variety, is a letter from Vienna, requesting, apparently, the despatch of a few copies of the paper:—"Mrs. very honourable. The supposed devout taking the permission to address himself at Your instance directly by the following Request. You will have the complacency to send him to aspect (for it, know) if you please—on your expenses for transmaritime expeditions—only 2 or 3 exempl. (of the last) of Your considerable Journal to the following direction. [Address follows]. By expression of the most profound estimation and thank."

A private in the Madras Light Infantry appeared at the Magistracy yesterday to prefer a charge of theft against an unemployed coolie named Tseung Tai. The complainant said that he and four others were sent into a shop to buy some brass and copper for the Army department. Three of the men went inside and the complainant and another man remained outside, and while they were there the defendant came towards him and snatched his purse, which was hanging out of his pocket by a piece of string. He gave chase, caught the defendant, and gave him into custody. The purse contained a rupee and 18 twenty-cent pieces. The defendant was sent to prison for two months.

The transport *Jelunga* was under orders to leave Portsmouth on the 30th ult. with 840 naval ratings to take the place of landing parties from the China Squadron. An Admiralty notification stated that the Royal Marine Artillery Division at Eastbury and the Royal Marine Light Infantry Divisions at Gosport and Chatham would jointly contribute 400 N.C.O.'s and men to be held in immediate readiness for embarkation for service in China. The men selected were those on the roster as first for sea service and have lately gone through a course of instruction in modern quick-firing guns at their respective depots. Major E. G. Kynny, R.M.A., is in command, and the other officers of the battalion are as follows:—Royal Marine Artillery, Capt. Worthington and Lieut. Leahy; Chatham Division, R.M.L.I., Capt. C. McN. Parsons and Lieut. H. S. Richmond; Portsmouth Division, Capt. O'Sullivan and Lieut. Hazel; Stonehouse Division, Lieut. Rooney. The total is eight officers and 336 non-commissioned officers and men.

A concert arranged by Mr. Muscott took place in the Kowloon Institute on Tuesday evening. A capital programme had been arranged and it was gone through in a manner which gave every satisfaction to the audience. Indeed the concert is generally admitted to have been one of the best given in the Institute for some time. Mr. Muscott opened with a recitation, for which he was encased.—Miss Millie Muscott recited "The Absent Minded Beggar" most effectively. Mrs. Stephenson sang "The Flight of Ages" very nicely, and a comic song by Mr. Stephenson about a cester girl took well, being encored. Mr. Muscott also appeared as a vocalist, giving a good account of himself. He sang "They're after me" and joined Miss Chun-yut in "Somebody's looking." The duet was especially well-rendered and was heartily applauded and encored. Mr. Davis created rounds of laughter by his singing of "Just one polka more." The programme concluded with a sketch entitled "Mr. and Mrs. Dibs and Mr. and Mrs. Bils" (Mr. Muscott and Miss Chun-yut, Mr. and Mrs. Stephenson). The sketch is extremely funny and kept the audience in a roar. Mr. Dibs is a man who bullies his wife, while Mrs. Bils is a woman who bullies her husband. The way Mrs. Bils made her lord and master walk around was very funny. Miss Ella King and Miss Ellen Chun-yut, who acted as accompanists, acquitted themselves admirably. The Rev. Mr. Wright presided.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

LONDON, 24th July, 11 p.m.

LETTER FROM SIR CLAUDE MACDONALD ON THE 4TH INST.

Consul Charles at Tientsin on Saturday last received a letter from Sir Claude Macdonald, dated 4th July, appealing for relief. The provisions, Sir Claude stated, would last for a fortnight, but the garrison was not equal to resisting a determined attack for many days.

44 DEATHS AT THE LEGATION.

The deaths at the Legation here numbered 44, and the wounded are double that number.

ADDITIONAL WAR EXPENDITURE.

The Supplementary War Estimates are eleven millions and a half sterling.

CANTONESE REFUGEES FROM THE NORTH.

We understand that His Excellency, the Governor has telegraphed to the Authorities at Tientsin to make arrangements for the passage to Hongkong of Cantonese who are desirous of returning to the South. His Excellency has guaranteed the cost of the passages to the extent of \$5,000, which sum we believe has already been raised by subscription among leading Chinese Merchants of the Colony.

REUTER'S SERVICE.

LONDON, 23rd July.

THE CRISIS IN CHINA.

All the Powers, on being informed of the Imperial decree, have replied by demanding that they are immediately placed in communication with their Ministers. In the meantime the assurances of the safety of the legations are accepted with reservations.

THE SOUTH AFRICAN WAR.

The *Times* criticizes the censorship of the telegrams from South Africa as rendering the operations unintelligible, the lists of casualties being frequently the only indications of fighting and of the whereabouts of the forces.

A GENERAL ELECTION PROBABLE.

The belief is growing that a general election will take place before November.

LONDON, 23rd July.

THE WAR IN SOUTH AFRICA.

The railway and telegraph were cut on Saturday to the Northward of Honingepuit and a supply train with 100 Highlanders was captured. A large force of the enemy is moving on Honingepuit, and communication with Pretoria is now only open via Natal.

General Broadwood engaged a commando of 2,000 Boers with four guns at Palmietfontein on the 19th. Mr. Steyn and both the De Wets were with the enemy's force. Darkness prevented a pursuit.

Lord Roberts, telegraphing yesterday, says that General Methuen dispersed the enemy with heavy loss at Oliphants Nek on Saturday, relieving Rustenburg and joining hands with General Baden-Powell.

A British force which encountered the enemy near Bethlehem was forced to retire with the loss of an officer and nine men.

THE CRISIS IN CHINA.

President McKinley has offered the Chinese Minister to mediate on certain unpublished conditions.

The Maharajah of Gwalior has offered a hospital ship for the forces in China, costing 20 lakhs. The offer has been accepted.

NARROW ESCAPE OF H.M.S. "GOLIATH."

The *Singapore Free Press* gives an account of a narrow escape of H.M.S. *Goliath* from a serious accident while at Singapore. Our contemporary in its issue of the 17th inst. says:—In connection with the berthing of the battleship *Goliath* at Tanjong Pagar yesterday morning that vessel, through the carelessness of another vessel, made a narrow escape of going badly ashore on the shoal opposite the wharf. Just as the heavy battleship was gradually drawing up to her berth a vessel ported ahead, close to moment of all others to draw out from the wharf right in the track of the *Goliath*. Now when a vessel so heavy has way on it is impossible to stop her within a short distance. The *Goliath* had no option; to go on was to cut the other vessel down and to deviate from her course was to risk the loss of the battleship on the reef. Full speed astern and both anchors let go just checked the way enough to avoid collision, but the strong current quickly reversed the *Goliath* over towards the shoal, and it was just by a shave that she cleared the danger and got safely alongside to her berth. The gross carelessness displayed in regard to the handling of the other vessel should be promptly investigated, for it endangered the safety of one of Her Majesty's ships to a degree that few could realise.

THE CRISIS IN CHINA.

LOCAL NEWS.

INVALIDS FROM THE NORTH.

Yesterday the British transport arrived from Taku with 18 invalids on board, together with Sub-Lieut. Brithwait, Surgeon Smyth, Miss Niele, and Mr. Robert.

ARRIVAL OF THE "VADALA."

The *Vadala* arrived from Calcutta yesterday with some 500 Indian troops, including the 1st Madras Pioneers.

AN EXCELLENT TEST.

Chev. Volpicelli, the Consul for Italy in Hongkong, has found a good way of arriving at the truth of the repeated Chinese despatches of late that his Minister is still alive at Peking. In answer to a message from the Acting Viceroy of Canton concerning the Ministers (being the same information as communicated to Consul Scott), and considering that telegraphic communication has been opened between Peking and Washington, Consul Volpicelli has asked the Acting Viceroy to forward a telegram to the Italian Minister at Peking. In this telegram the Minister is requested to allude to something known only to the Consul and somebody in Italy, whom he shall name. The answer to this telegram would satisfactorily settle the question, and we feel sure that the Chinese authorities who are so anxious to ally the fears of the foreign communities in China will most readily comply with this reasonable request.

ITALIAN REINFORCEMENTS.

We learn that the Italian transports, *Giama* and *Minghetti*, are expected to arrive at Hongkong on the 25th August, bringing 2,000 troops to reinforce the Italian forces in the North.

THE TROUBLE AT HOIHOW.

Our correspondent in Hoihow arrived yesterday morning and brings the news that trouble is brewing in Hainan. The Hainan people have the reputation of being quiet and rather timid, but lately during the troubles up North Europeans have been looking for the possibility of disturbances in that port. Nothing, however, has been noticed among the natives in Hoihow, where the Europeans live. About the 3rd or 4th moon, the Chinese began preparing for the decennial festivities. The merchants subscribed liberally towards the fund and applied to the Europeans also to subscribe. It is said that the Consuls and European merchants subscribed as desired. Since the trouble up North started, there has been an idea among the Europeans that this festival would interfere with the general calm of the town. The preparations, however, have been going on and are still going on up to this day. But nobody expected any disturbance so long as Li Hung-chang remained in Canton. Since the news of his departure everyone has felt uneasy. On Monday, the 23rd inst., about noon, one of the Chinese *li-tai*, who is a friend of the Europeans, sent news from Kiangchow, the capital, that he had seen a despatch from Peking to the Taoist, ordering him to supply rifles and ammunition to the members of the Triad Society, and that the regular troops should join the Triads in driving out all foreigners. The Triads' number between 7,000 and 8,000 to the north-east of the island, about 20 miles distant from Hoihow, and in Hoihow proper there are about 400 of the Society. Having heard this news, the British Consul called upon the German Consul and they went over to the French representative to confer on the question of protection of Europeans. They sent to the Taoist, asking whether he could protect the Europeans in case of trouble. The reply was that he could not give any protection at all; and it was also understood that he would not do so. In the circumstances the Consuls strongly advised all their nationals to clear out as soon as possible. On the afternoon of Monday everyone who could pack up in time managed to get on board the steamer *Hollow*, which was leaving for Hongkong on Tuesday morning. Those who came up were:—Rev. A. E. Street, Mrs. Street, and child; Rev. W. M. Campbell, Mrs. Campbell, and child; Mrs. J. M. Lowry; Mrs. Forsaith; Mr. H. A. Atkinson and child; Mrs. McCandless and two children; Miss Schaeffer; Master Burke, and Mr. P. Sequiera, the agent for Messrs. Marry at Hoihow. They remain on the island Dr. and Mrs. Vanderburgh and two children; Rev. and Mrs. Patterson and child, and Mrs. Melrose, in the south-west of the island, 93 miles distant from Hoihow, of whom for the last 13 days there has been no news, although they were warned of the possibility of troubles. To the south-east, about 40 miles away, there are Fathers Pinta-Lages and J. B. Lou, from whom nothing has been heard for the last week or ten days. In Hoihow itself there are all the Consuls, the Customs staff, and the missionaries, Dr. McCandless, Rev. F. P. Gilman and Dr. Lissel, who are waiting for their friends from the interior, Dr. Ferry, attached to the French Consulate, Mr. Burke, British, and M. Paris, French Postal Agent, Mr. A. Otto and Mr. Puhlmann. It is to be hoped that nothing has happened to them, but in the present state of affairs it is impossible to feel sure. The *Chuan* is expected to leave Hoihow to-morrow about noon and will we trust bring news that no trouble after all has arisen.

OFFICIAL CASUALTIES ON JUNE 17.

The following is the full official list of casualties on the 17th June, as issued by the Admiralty:—

At Tientsin, June 17.

Killed.—H. Robinson, H.M. cruiser *Orlando*, private R.M.L.I., Portsmouth Division, No. 3394.

Seriously wounded.—J. J. Bowden, H.M. battleship *Barfleur*, private R.M.L.I., Chatham Division, No. 5543.

Wounded.—Goring, H.M. cruiser *Orlando*, private R.M.L.I., Portsmouth Division, No. 3347.

Wounded.—Bachanan, H.M. cruiser *Orlando*, private R.M.L.I., Portsmouth Division, No. 3327.

Wounded.—J. Wakefield, H.M. battleship *Barfleur*, private R.M.L.I., Chatham Division, No. 5812.

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 Long, 5th May, 1899.

100

1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 2680, 26

NEW ADVERTISEMENTS

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 18th day of August Next, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1900.

By Order of the Court of Directors,
H. M. BEVIS,
Acting Chief Manager,
Hongkong, 26th July, 1900. [2080]

HONGKONG AND SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTERS of SHARES of the Corporation will be CLOSED on SATURDAY, the 4th August, to the 18th day of August Next (both days inclusive), during which period no Transfer of Shares can be Registered.

By Order of the Court of Directors,
H. M. BEVIS,
Acting Chief Manager,
Hongkong, 26th July, 1900. [2081]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAIWANFOO.

THE Company's Steamship

"THALES."

Captain Passmore, will be despatched for the above Ports TO-MORROW, the 27th inst., at 10 A.M.

For Freight or Passage, apply to
DOUGLAS LAURA & CO.,
General Managers,
Hongkong, 26th July, 1900. [2079]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"YUENSANG."

Captain Rolfe, will be despatched as above TO-MORROW, the 27th inst., at 2 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light and carries a Doctor.

For Freight or Passage, apply to
JARDINE, MATHEW & CO.,
General Managers,
Hongkong, 26th July, 1900. [2077]

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"ESMERALDA."

Captain G. T. Blackup, will be despatched as above on TUESDAY, the 31st inst., at 5 P.M.

This Steamer has superior accommodation for Passengers and is fitted with the Electric Light.

A doctor is carried.
For Freight or Passage, apply to
SHEWAN, TOMES & CO.,
General Managers,
Hongkong, 26th July, 1900. [2076]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"CHANGSHA."

Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to
BUTTERFIELD & SWIRE,
Agents,
Hongkong, 26th July, 1900. [2078]

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship

"WELMAR."

OR THE NORDDEUTSCHER LLOYD.

Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasure, and Valuables, are being landed and stored at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, Kowloon, whence delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st August will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on TUESDAY, the 31st July, and THURSDAY, the 2nd August, at 9.30 A.M.

All claims must reach us before the 4th August, or they will not be recognized.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD.
MELCHERS & CO.,
Agents,
Hongkong, 25th July, 1900. [8]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "QUEEN ADELAIDE."

FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees risk and expense.

DODWELL & CO., LIMITED,
Agents,
Hongkong, 25th July, 1900. [10]

NEW ADVERTISEMENT

PUBLIC AUCTION.

THE Undersigned has received instructions from J. K. GIBSON, Esq., to sell by Public Auction, at No. 2, RICHMOND TERRACE,

TUESDAY,

the 31st July, 1900, commencing at 2.45 P.M.,

THE WHOLE OF HIS

HOUSEHOLD FURNITURE.

(Particulars can be seen from Catalogue).
Terms:—As Customary.

On View from Monday, the 30th July.
GEO. P. LAMBERT,
Auctioneer.
Hongkong, 26th July, 1900. [2082]

NOTICE TO MARINERS.

No. 116 (SPECIAL).

CHINA SEA.

SHANGHAI DISTRICT.

WESTERN END OF THE NORTH OR SHANGHAI CHANNEL: NEW PASSAGE SURVEYED AND BUOYED.

NOTICE is hereby given that a new passage has opened through the Tsungming Bank, at the western end of the North Channel, which has been named the "Tsungming Crossing," and marked by the following mentioned Buoys:—

EAST ENTRANCE BUOY: A 6-foot, conical, black Buoy surmounted by a black spherical cage, moored in 39 feet of water with Middle Island Beacon bearing S. 29° E. distant 5.4 miles.

FIRST CROSSING BUOY: A 6-foot, conical, black Buoy surmounted by a black cylindrical cage, moored in 29 feet of water, with Middle Island Beacon bearing S. 43° E. distant 6.1 miles.

SECOND CROSSING BUOY: A 6-foot, conical, black Buoy surmounted by a black triangular cage, moored in 26 feet of water, with Middle Island Beacon bearing S. 55° E. distant 6.5 miles.

WEST SPIT BUOY: A 10-foot, conical, red and black, vertically striped Buoy surmounted by a black spherical cage, moored in 30 feet of water, with Middle Island Beacon bearing S. 67° E. distant 7.4 miles.

DIRECTIONS.

Vessels coming through the North Channel from the eastward may, after passing the Lin-chiao Lightships, keep the Tsungming shore about one mile distant till the East Entrance Buoy is sighted, when they should steer to pass it at one cable on the port hand. Pass the other three buoys at one cable on the port hand and stand over towards the right or south-western bank of the Yungtze till in about mid-channel, whether bound up or down the river.

The soundings over the shoaler part of the crossing, on the track above indicated, vary from 30 feet to 26 feet the least depth found, which is in the vicinity of the Second Crossing Buoy.

All bearings given are magnetic, and all depths are for low water of spring tides.

CAUTION.

The flood tide sets to the N.W. across the channel, and this must be guarded against, especially between the East Entrance Buoy and the First Crossing Buoy.

A. M. BISBEE,
Coast Inspector.
Imperial Maritime Customs,
Const. Inspector's Office,
Shanghai, 18th July, 1900. [2071]

WO FAT & CO.

SHIP, CHANDLERS, SAIL MAKERS,
GENERAL STOREKEEPERS,
No. 11, LEE YEE STREET, EAST.

Hongkong, 25th July, 1900. [2074]

NEW GOODS.

PLENTY

IN

HAND.

JAPANESE CURIOS.

D. NOMA,

12, Beaconsfield Arcade,

Opposite the City Hall,

Hongkong.

Hongkong, 27th April, 1900. [1766]

AUCTION.

PUBLIC AUCTION.

THE Undersigned has received instructions from F. W. WATTS, Esq., to sell by Public Auction,

ON SATURDAY,

the 28th July, 1900, at 2.45 P.M., at CLOVELLY, 4

PEAK ROAD,

THE WHOLE OF HIS

VALUABLE HOUSEHOLD

FURNITURE,

Comprising:—

HALL & HOLTZ DINING ROOM SUITE,

SIDEBOARD with MIRRORS, DINNER

WAGGON, MOROCCO COVERED

CHAIRS, EXTENSION TABLE, GLASS,

CUTLERY and ELECTRO-WARE, OIL,

PAINTINGS, PICTURES, ORNAMENTS,

&c., &c.

TAPESTRY and PLUSH COVERED

DRAWING ROOM SUITE, ENAMELLED

RATTAN CHAIRS and COZY CORNER

TABLES, FENDERS, OVERMANTELS,

CHENILLE and LACE CURTAINS,

STATE CARPET, RUGS, &c., &c.

Double Brass-Mounted IRON BED,

STEADS, MARINBURK-MADE WARD,

ROBES with BEVELLED MIRRORS,

MARBLE-TOP WASHSTANDS, TOILET

TABLES, TOILET SETS, LINEN,

&c., &c.

And

BATHROOM, PANTRY, LAUNDRY and

KITCHEN REQUISITES

A Large Quantity of FINE PLANTS in

FANCY and other POTS.

On View from Friday, the 27th July.

Catalogues will be issued.

Terms:—As Customary.

GEO. P. LAMBERT,
Auctioneer.
Hongkong, 25th July, 1900. [2084]

AUCTIONS.

GOVERNMENT NOTIFICATION.

No. 300.

THE following Particulars and Conditions of Sale of CROWN LAND by PUBLIC AUCTION, to be held at the Office of the Public Works Department, on MONDAY, the 30th day of July, 1900, at 3 P.M., are published for general information.

By Command.

F. H. MAY,

Acting Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 14th July, 1900. [2061]

Particulars and Conditions of the Letting by Public Auction Sale, to be held on MONDAY, the 30th day of JULY, 1900, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of Crown Land, at Quarry Bay, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a Crown Rent to be fixed by the Surveyor of Her Majesty the QUEEN, for one further term of 75 years.

Particulars of the Lot.

No. of Sale. Registry No. Locality. Boundary Measurements. Contents in Square ft. Annual Rent. Used Price.

Quarry Bay, East of Lot 1, Quarry Bay, No. 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941,

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Wine and Spirit Merchants, Groceries,
Best Goods, Lowest Rates. Try Charles
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KANG LEE & CO.,
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MAISON LEVY HERMANOS,
Diamond Merchants and Watchmakers, 40,
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KWONG TAI LOY,
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tings all Colours, 18, Praya Central.

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CHADWICK KEW
(Late of Poole & Noble).
Hongkong, 15th September, 1899. [1756]

CHINESE SECRET SOCIETIES.

In view of the prominence of the "Boxers," an article on Chinese Secret Societies, in the *Deutsche Rundschau*, is not devoid of interest. It appears that the oldest Chinese Secret Society of which anything is known was founded towards the close of the Han dynasty (185 A.D.). Three patriots at that time allied themselves together to defend the throne against the rebel "Gold Caps," a secret society to which the cream of the "literati" be- longed. This society gave no further sign of its existence till the beginning of the 18th century, when five monks and seven laymen bound themselves to overthrow the Tartar Tsing dynasty, and reinstate the earlier Chinese Ming dynasty. These conspirators sealed their oath by causing blood to flow from their arms, mixing and drinking it. These men founded the Pe- Lin-Kiao, or society of the White Lily, and laid great store by a prophecy to the effect that one of them would become Emperor of China. One of their leaders, Wan-Wang-Lung, seized the town of Schu-Tschang-Hien, but was soon after- wards defeated and put to death with many of his followers. The Pe-Lin-Kiao again rose in 1777, but they were soon defeated and the heads of their leaders, including two women, were struck off and exhibited in cages. During the early part of the 19th century several societies made their appearance: the "Wonder- ful Assembly," the "Ting-Lin-Kiao" (who were considered a development of the Pe-Lin under a new name), and the "Thien-Hau- Ho'll" or "family of the Heavenly Queen." Although apparently stamped out, the latter society continued to exist under the name of the "Great Hung League"; Hung means flood, the name signifying that the league would inundate the world. In order to avoid being too conspicuous this league was subdivided into numerous branch societies, such as the "League of the Three Unities," "The Hall of the Blue Lotus," "The Section of the Golden Orchids," &c. These branches soon attracted the attention of the authorities, who succeeded in keeping them in check for a time. The direc- tion of the main society was in the hands of three persons: the elder, the second and the third brother. The candidate for initiation took the oath of silence, kneeling before an idol, two swords being held so as to form an angle over his head. The oath consisted of 36 points of which the following were the most important:—I swear that I will know neither father nor mother, brother nor sister, wife nor child, but only the brotherhood; whither it leads or follows I will lead or follow, its enemies shall be my enemies. In order to make the oath more binding the candidate cut his finger and allowed three drops of blood to trickle into a glass of arrack; the three leaders then did the same and the contents were drunk off. To still further strengthen his oath the novice cut off the head of a white hen, which signified that he also would lose his head if he proved faithless.

In 1850 the celebrated rebel leader Tao-Ping- Wang made another attempt to establish the Ming dynasty from which he claimed descent. He called himself the "King of Peace," and gave out that he was a younger brother of Christ, and had been entrusted with the task of creating a world-empire of the faithful. After the defeat and death of this remarkable man nothing more was heard of the Hung League until the spring of 1863, when the Samatra police during a house search in Padang, discovered a packet containing its rules, form, of oath, ceremonies, secret signs, catechism, &c. The league became so dangerous in Sarawak in 1870 that a law was passed by which even mem- bership was punishable with death. The dis- orders in Singapore in 1872 were fomented by branches of the league in the Straits Settlements. The leading rebels at that time were the Sam- sings (fighting men), who had risen in favour of the street pedlars, against whom the authorities had enforced very stringent rules. The league, which was guilty of numerous murders, arson, mutilations and other crimes, became distressing- ly active in 1885. In 1888 the police of Perak reported that secret societies "were creating endless embarrassment and terror," in spite of the fact that four members of the Chin Hin society had been condemned the year previously for advocating the interest of that league.

At the end of 1895 the Mahomedan Tunganis of the New Dominion rose against the Chinese Government and seized the capital of Kansu. The leading Chinese Secret Society rose to the occasion and at once enrolled them as members. The insurrection, however, was soon suppressed and 15 of the leaders captured. The remainder escaped, including the celebrated Hongkong doctor Sun Yet-sun, also called Sun Wen, who was decoyed into the Chinese Em- bassy in London and there confined, until lib- erated in consequence of Lord Salisbury's de- mand. The German writer points out that in spite of their grave mistakes the secret societies of China should not entirely be condemned, as they are directed against oppression by the non-Chinese Manchus, "who rule the Middle Kingdom in an unparalleled arbitrary, unjust, cruel manner, with the help of blood-thirsty repressive laws and terrible venal and avaric- ious officials." The following description of

a Lodge of the Hung League may pos- sibly interest Freemasons: "The Lodge is quadrangular and surrounded by walls, which have towers at the four points of the compass. The facade is decorated with triangles and with the mystic symbol of the unity. The 'Hall of truth and loyalty,' in which candidates take the oaths of secrecy, con- tains the altar and the nine-storied pagoda, in which are the portraits of the five monastic founders of the league. Lodges are only estab- lished in out-of-the-way places, which they may escape the notice of the mandarin; in towns and populous regions Lodges are dispensed with, and meetings are held in the house of the local leader. The working tools of the Lodge consist of many things the most important being the "diploma" and the "bushel," the latter, in some cases, containing the "red staff," which is used to chastise infringers of the league's reg- ulations. In addition to these are numerous standards, a writing tablet, a wagon, a foot measure of jade and the scissors used to crop the hair of the candidate for initiation. The direction of the great Hung League is entrusted to the Grand Master of the five grand Lodges. The business of each individual lodge is carried on by a President, a Vice-President and 13 "councillors," several agents (called "grass shoes," "iron planks" or "brothers of the night"), and several subordinate officials who wear flowers in their hair. In peaceful times only voluntary candidates are admitted to the league, but when serious business is on hand, threats and force are freely used to obtain fresh members. The new recruit is led into the "Hall of Truth and Loyalty" under a bridge of swords, that is to say, that the brethren hold their swords so as to form an arch of steel. The administration of the oath is followed by the cutting off of the pigtail, except amongst true Chinamen, who have scorpions against this part of the ceremony. The candidate's face is then washed, and, as a sign of his purity and the beginning of a new life, a long white robe is donned by him. His feet are clad in straw shoes as a sign of fidelity. He is then led to the altar to offer up a sacrifice, consisting of nine tufts of grass and a bar of incense. Between each offering he repeats a suitable stanza. A red taper is now lighted, and all present worship the heavens and the earth, while they drain three goblets of wine in com- mon. The lamps are then lit, the "seven fel- lated," the "precious lamp of empire," and the Hung lamp. The assembly prays the gods to protect the brethren. Everyone present then pricks his middle finger and allows a few drops of blood to fall into a goblet of wine, which is afterwards drunk by the newly elected brothers, each of whom also deprecates a white fowl, to signify that a similar death awaits all unfaithful brothers. Each novice then receives a diploma, two dig- gers, three Hung medals and a book, the latter containing the regulations, the oath secret signs, &c. The signs of recognition are end- less: they consist of the manner of entering a house, of closing an umbrella, of holding the hat in the hand, of drinking tea, and of many other acts. Every member of the Hung League possesses an impression, on coloured silk or cotton, of the seal of the League, the original of which is in the hands of the Grand Master. It is always pentagonal and bears an apparently senseless Chinese inscription, which is believed to have a concerted secret meaning. The following is an example: within the pentagon is a hexagon with 16 signs, which read literally, "the eldest brother decides on the order of battle. Every man prepares for himself the sign of a leader. A swollen stream flows into the canal. To-day is the 10,000th year." Many members wear the impression of the seal as an amulet, and all keep its significance very secret.

The German writer states that the most powerful secret society in China is the Ko-Leo- Hui, which was originally a purely military organisation for mutual protection against the exactions and depredations of the civil officials entrusted with the pay and supply of the troops. Gradually civilians were admitted. The novice, on his initiation, kills a fowl and drink its blood, either alone or mixed with wine. The proof of membership consists of a small rectangular piece of linen or cotton stamped with certain Chinese figures. Who- ever is found in possession of such a member's card is executed by the authorities without investigation. The Ko-Leo-Hui is hostile to foreigners and missionaries, and is supposed to be the instigator of all modern Chinese attacks and aggression against foreigners and especially against Christian missionaries.

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GENERAL EXPORTERS.
We beg to inform the Ladies and Gentlemen
of this Colony that we commenced Business on
the 11th April, 1900, and we solicit their kind
patronage.
Nos. 1 & 3, D'AGUIAR STREET.
Behind Hongkong Dispensary.
Hongkong, 5th April, 1900. [1916]

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at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899. [1899]

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RELIANCE CROWN
TAPPAULING
ARNOLD, KARBURG & CO.,
Sole Agents.
Hongkong, 19th July, 1900. [1]

INTIMATIONS.

NOW READY.

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Hongkong, 13th July, 1900. [1750]

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H. F. CARMICHAEL,
B. J. BARLOW.
Hongkong, 1st June, 1899. [1637]

NOTICES TO CONSIGNEES.

"MOSEL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM GLASGOW LIVERPOOL AND
STRAITS.

S.S. "AFRIDI."

CONSIGNEES of Cargo are hereby in-
formed that all Goods are being landed at
their risk into the Godowns of the Hongkong
and Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given before 4 p.m.
TO-DAY.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undispatched after the 25th inst., will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Underwriter on or before the 25th
instant, or they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 25th instant, at 3 p.m.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 25th
inst. will be subject to rent.

Bills of Lading will be countersigned by
DODWELL & CO. LIMITED.
Agents.
Hongkong, 21st July, 1900. [2046]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

NOTICE TO CONSIGNEES.

FROM TRIESTE, FUME, PORT SAID,
ADEN, KATRAHI, BOMBAY
AND SINGAPORE.

THE Steamship

"AGLAI,"

having arrived, Consignees of Cargo are hereby
informed that their Goods are being landed at
their risk into the Godowns of the Hong-
kong and Kowloon Wharf and Godown Co.,
Limited, whence delivery may be obtained. Yarn
will be landed at Lap-Sap-Wan Godown Lot
No. 1295/6.

Optional Cargo will be discharged here unless
notice to the contrary be given immediately.

No claims will be admitted after the Goods
have left the Godowns, and all claims must be
sent in to the office of the undersigned before
Noon on the 25th instant, or they will not be
recognized.

No Fire Insurance has been effected, and any
Goods remaining in the Godowns after the 25th
inst. will be subject to rent.

Bills of Lading will be countersigned by
SANDER, WIELER & CO.,
Agents.
Hongkong, 22nd July, 1900. [6]

THE P. & O. S. N. Co.'s Steamship

"COROMANDEL,"
FROM BOMBAY, COLOMBO, AND
STRAITS.

Consignees of Cargo by the above-named
vessel are hereby informed that their Goods are
being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark,
and delivery can be obtained as soon as the
Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex s.s. *India, Paromatto*
and *Arabia*, ex s.s. *Oceana*.
From Australia, ex s.s. *Oceana*.
From Madras, ex s.s. *Zamania*.
From Persian Gulf, ex s.s. *Mahomudi, H.*
Balkov, Assyria and *Kilma*.
From Zanzibar, &c., ex s.s. *Nizam*.
Optional goods will be landed here unless
instructions are given to the contrary before
Noon, To-day.

Goods not cleared by the 25th instant, at
4 p.m., will be subject to rent.

No Fire Insurance will be effected by me in
any case whatever.

All damaged packages must be left in the
Godowns and a certificate of the damage ob-
tained from the Godown Company within ten
days after the vessel's arrival here, after which
no claims will be recognized.

A. M. MARSHALL,
Acting Superintendent.
Hongkong, 19th July, 1900. [1]

VESSELS ON THE BERTH

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.

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BATAVIA, PERSIAN GULF, CONTINENTAL
AND AMERICAN PORTS.

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"COROMANDEL,"

Captain P. W. Vibert, R.N.R., carrying Her
Majesty's Mail, will be despatched from this
for Bombay on SATURDAY, the 4th August,
1900, at Noon, taking passengers and cargo for
the above ports.

Silk and Valuable, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transshipment.

Parcels will be received at this Office until
4 p.m. the day before sailing. The contents and
value of all packages are required.

Shippers are particularly requested to note
the terms and conditions of the Company's Bills
of Lading.

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	DEPART	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON &c, via PORTS OF CALL	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	On 4th Aug., at Noon.
LONDON via SUEZ CANAL	CAICHAS	Brit. str.	—	Bartlett	BUTTERFIELD & SWIRE	On 7th Aug.
LONDON via SUEZ CANAL	SHIPPOON	Brit. str.	—	Grier	BUTTERFIELD & SWIRE	On 21st Aug.
LIVERPOOL DIRECT	STUTTGART	Ger. str.	—	Grosch	BUTTERFIELD & SWIRE	On 10th Aug.
BREMEN via PORTS OF CALL	TOSKIN	Freem. str.	—	Dunphy Frong	MESSAGERIES MARITIMES	Quick despatch.
MAHSEILLES &c, via PORTS OF CALL	HITACHI MARU	Jap. str.	—	G. Anderson	NIPPON YUSEN KAISHA	On 30th inst., at 1 P.M.
MAHSEILLES &c, via SPORE, &c.	WAKASA MARU	Jap. str.	—	J. B. Macmillan	NIPPON YUSEN KAISHA	On 27th inst., at Daylight.
MAHSEILLES &c, via SPORE, &c.	BANCA	Brit. str.	—	G. W. Babot	P. & O. S. N. Co.	On 10th Aug., at Daylight.
MAHSEILLES &c, via SPORE, &c.	SILESIA	Ger. str.	—	Behrens	CARLOWITZ & CO.	On or about 14th Aug.
HAYRE & HAMBURG	MARBURG	Ger. str.	—	v. Binzer	CARLOWITZ & CO.	On 8th Aug.
HAYRE & HAMBURG	SIBERIA	Ger. str.	—	Braun	CARLOWITZ & CO.	On or about 12th Sept.
HAYRE & HAMBURG	SAXONIA	Ger. str.	—	Jager	CARLOWITZ & CO.	On or about 20th Sept.
HAYRE & HAMBURG	SERBIA	Ger. str.	—	Saols	CARLOWITZ & CO.	On or about 30th Sept.
NEW YORK via SUEZ CANAL	ACARA	Brit. str.	—	Petersen	SHEWAN, TOMES & CO.	On or about 12th Oct.
NEW YORK via SUEZ CANAL	ALBANY	Brit. str.	—	W. E. Craven	CARLOWITZ & CO.	On 25th inst.
NEW YORK via SUEZ CANAL	RICHMOND CASTLE	Brit. str.	—	A. Jackson	DODWELL & CO. LIMITED	On or about 20th Aug.
NEW YORK via SUEZ CANAL	INDRAVELLI	Brit. str.	—	M. J. Curzon	JARDINE, MATHESON & CO.	On or about 24th Aug.
VICTORIA B.C. & TACOMA V. &c.	GOODWIN	Brit. str.	—	H. Pybus, R.N.R.	DODWELL & CO. LIMITED	On 25th inst.
VICTORIA B.C. & TACOMA V. &c.	INDRUM MARU	Jap. str.	—	R. Archibald, R.N.R.	NIPPON YUSEN KAISHA	On or about 15th Aug.
VICTORIA B.C. & TACOMA V. &c.	TARTAR	Brit. str.	—	J. Kennedy	CANADIAN PACIFIC R. CO.	On 8th Aug.
VICTORIA B.C. & TACOMA V. &c.	EMPEROR OF CHINA	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 4th Aug.
VANCOUVER, via SHANGHAI, &c.	MONMOUTHSHIRE	Brit. str.	—	—	DODWELL & CO. LIMITED	On 7th Aug., at Noon.
PORTLAND OREGON, &c.	DORIC	Brit. str.	—	—	O. & O. S. S. Co.	On 18th Aug., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	NIPPON MARU	Jap. str.	—	—	O. & O. S. S. Co.	On 31st inst., at Noon.
SAN FRANCISCO via SHANGHAI, &c.	CARLEISLE CITY	Brit. str.	—	—	PACIFIC MAIL S. S. Co.	On 6th Aug.
SAN FRANCISCO via SHANGHAI, &c.	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
AUSTRALIAN PORTS	EASTERN	Brit. str.	—	—	GIDE, LIVINGSTON & CO.	On 9th Aug., at 5 P.M.
AUSTRALIAN PORTS	CHANGSHA	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 15th Aug., at 4 P.M.
GERMAN COLONIAL & AUSTRALIAN PORTS	MINCHEN	Brit. str.	—	—	MELCHERS & CO.	On 15th Sept., at Noon.
YOKOHAMA, via NAGASAKI & KOBE	ROHILLA	Jap. str.	—	—	P. & O. S. N. Co.	On or about 4th Aug.
YOKOHAMA, via NAGASAKI & KOBE	KAWACHI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 3rd Aug., at Daylight.
SHANGHAI, via NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	P. & O. S. N. Co.	On or about 25th inst.
SHANGHAI, via NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	MESSAGERIES MARITIMES	On or about 30th inst.
SHANGHAI, via NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	P. & O. S. N. Co.	On or about 3rd Aug.
SHANGHAI, via NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	DOUGLAS LARPAK & CO.	To-day, at 10 A.M.
SHANGHAI, via NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	DOUGLAS LARPAK & CO.	On 29th inst., at Daylight.
SHANGHAI, via NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	DOUGLAS LARPAK & CO.	On 8th Aug., at Daylight.
SHANGHAI, via NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 2 P.M.
SHANGHAI, via NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
SHANGHAI, via NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst., at 5 P.M.
SHANGHAI, via NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 15th Aug., at 4 P.M.
SHANGHAI, via NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst., at 4 P.M.
SHANGHAI, via NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 31st inst., at 4 P.M.
SHANGHAI, via NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI, via NAGASAKI, KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 28th inst., at Noon.

SHIPPING.

ARRIVALS.
 July 24, QUEEN ADELAIDE, British str., 1,835, F. McNair, Tacoma via Japan 19th July, Donwell & Co. Ltd.
 July 25, WILHELM, German str., 3,176 E. Petersen, Bremen 25th June and Singapore 20th July, Mulland General—MELCHERS & CO.
 July 25, HITACHI MARU, Japanese str., 6,177, G. Anderson, Yokohama via Kobe 21st July, General—NIPPON YUSEN KAISHA.
 July 25, PALANCOZZA, British transport, 2,208, A. J. Windebank, Taken 20th July—ADMIRALTY.
 July 25, ELISE, German str., 900, Petersen, Chetoo 20th July, General—CHINESE.
 July 25, THALES, British str., 820, Passmore, Swatow 24th July, General—DOUGLAS LARPAK & CO.
 July 25, VADALA, British transport, 3,334, S. Boon, Calcutta 11th July.
 July 25, TAMSUI MARU, Japanese str., 1,075, Nagata, Tamsui, Amoy and Swatow 24th July, General—M. B. KAISHA.
 July 25, KWANGLEE, British str., 1,535, Lincoln, Canton 25th July, General—CHINESE.
 July 25, HOIHOA, French str., 500, Melchies, Haiphong and Hoihow 24th July, General—A. R. MARTY.
 July 25, JAVA, British str., 2,093, W. G. Gordon, R.N.R., Singapore 20th July, General—P. & O. S. N. Co.
 July 25, PERANANG, German str., 1,021, Calder, Bangkok 18th July, General—MELCHERS & CO.
 July 25, STUTTGART, German str., 3,199, P. Grosch, Yokohama 14th July, Shanghai 21st and Foochow 24th, Mails and General—MELCHERS & CO.
CLEARANCES.
 At the Harbour Master's Office.
 25th July.
 Teikuan, Amr. str., for Haiphong.
 Hailan, British str., for Swatow.
 Michael Josen, German str., for Hoihow.
 Hailan, French str., for Pakhoi.
 Anping Maru, Japanese str., for Swatow.
 Hailan, French str., for Haiphong.
 Kingship, British str., for Kobe.
 Shetler, British str., for London.
 Elze, German str., for Canton.
 Sabine Rickmers, British str., for Tamsui.

DEPARTURES.

July 24, CHUTUEN, Amr. str., for Shanghai.
 July 25, HONGKONG, Fr. str., for Haiphong.
 July 25, HUE, Fr. str., for Kwong-chow-wan.
 July 25, SANDANAN, Ger. str., for Sandakan.
 July 25, HAITAN, French str., for Pakhoi.
 July 25, ANPING MARU, Jap. str., for Swatow.
 July 25, HAIKOW, French str., for Haiphong.
 July 25, KINGSIP, British str., for Kobe.
 July 25, STRETOB, British str., for London.
 July 25, ELSE, German str., for Canton.
 July 25, CHOWN OF ABRAON, British str., for Foochow.
 July 25, SABINE RICKMERS, British str., for Tamsui.

VESSELS IN DOCK.

ABERDEEN DOCK.—Tamsui Maru.
 KOWLOON DOCK.—U.S.S. Monterey, Chang-sha, Argus, Taichong, Triton, Algon, Peluse, Cosmopolitan Dock—Goodwin.

SHIPPING REPORT.

The British steamer *Thales*, from Swatow 24th July, had light southerly winds, dull, cloudy weather, with occasional showers. Vessels in Swatow—Wosung, Hoihow, Pakahan, Kansu and Keenquai.

VESSELS ON THE BERTH.

DOUGLAS STEAMSHIP COMPANY, LIMITED.
 FOR SWATOW, AMOY AND FOOCHEW.
 THE Company's Steamship
 "HAITAN,"
 Captain Roach, will be despatched for the above ports TO-DAY, the 26th inst., at 10 A.M.
 For Freight or Passage, apply to
 DOUGLAS LARPAK & CO.,
 General Managers.
 Hongkong, 24th July, 1900. [2070]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
 FOR SINGAPORE, PENANG AND CALCUTTA.
 THE Company's Steamship
 "KUMSANG,"
 Captain Payne, will be despatched as above TO-MORROW, the 27th inst., at Noon.
 For Freight or Passage, apply to
 JARDINE, MATHESON & CO.,
 General Managers.
 Hongkong, 26th July, 1900. [2025]

VESSELS ON THE BERTH.

NIPPON YUSEN KAISHA.

FOR MANILA.

THE Company's Steamship

"YAWATA MARU"

(3,800 tons gross, Captain A. E. Moses), will be despatched for the above port TO-MORROW, the 27th inst., at 4 P.M.

This new Mail steamer is especially constructed for service in the Tropics and is provided with superior accommodation and with all modern fittings and improvements for the safety and comfort of Passengers. Electric Light and Refrigerator. Doctor and Stewardesses carried. Return tickets issued by this Company are available for return by steamers of the other Lines.

For Freight or Passage, apply to
 A. S. MIHARA,
 Manager.
 Hongkong, 18th July, 1900. [2014]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SAMARANG AND SOURABAYA.

THE Company's Steamship

"KANSU,"

Captain Somerville, will be despatched as above on SATURDAY, the 28th inst., at Noon.

For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 26th July, 1900. [2035]

SHEWAN, TOMES & CO.'S NEW YORK LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ACARA"

will be despatched for the above port on SATURDAY, the 28th inst.

For Freight or Passage, apply to
 SHEWAN, TOMES & CO.,
 Agents.
 Hongkong, 10th June, 1900. [1994]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KAIPOH,"

Captain Pennother, will be despatched as above on SATURDAY, the 28th inst., at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this twin screw Steamer.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 23rd July, 1900. [1928]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAMSUI.

THE Company's Steamship

"TAMSUI MARU,"

Captain H. Nagata, will be despatched for the above ports, on SUNDAY, the 29th inst., at DAYLIGHT.

For Freight or Passage, apply to
 THE MITSUI BUSSAN KAISHA,
 Agents.
 Hongkong, 23rd July, 1900. [15]

CHINA NAVIGATION COMPANY, LIMITED.

FOR CEBU AND ILOILO.

THE Company's Steamship

"KASHING,"

Captain Hopkins, will be despatched as above on TUESDAY, the 31st inst.

For Freight or Passage, apply to
 BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 24th July, 1900. [2047]

IMPERIAL GERMAN MAIL LINE.

NOTICE.

THE departure of the Norddeutscher Lloyd

S.S. "STUTTGART"

carrying the German Mails for Europe, &c., will be POSTPONED for about 12 hours; the exact time of departure will be notified later on.

MELCHERS & CO.,
 Agents.
 Hongkong, 25th July, 1900. [8]

PENINSULAR AND ORIENTAL

STEAM NAVIGATION COMPANY.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

STEAMERS TO SAIL ON

REMARKS.

SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA. JAWA. G. W. Gordon, R.N.R. About 29th July. Freight or Passage.

SHANGHAI. CHUAN. C. T. Denney. About 3rd August. Freight or Passage.

LONDON &c. COROMANDEL. F. W. Vibert, R.N.R. Noon, 4th August. See Special Advertisement.

YOKOHAMA via NAGASAKI, KOBE. ROHILLA. C. H. S. Tongue, R.N.R. About 4th August. (Passing through the Inland Sea). Freight or Passage.

MARSEILLES AND LONDON. BANCA. G. W. Babot. About 14th August. Freight.

For Further Particulars, apply to
 A. M. MARSHALL, Acting Superintendent.
 Hongkong, 18th July, 1900. [1]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

DESTINATIONS.

SAILING DATES.

HITACHI MARU. MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID. FRIDAY, 27th July, at DAYLIGHT.

YAWATA MARU. SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNVILLE & BRISBANE. FRIDAY, 27th July, at 4 P.M.

INDRUM MARU. VICTORIA, B.C., and SEATTLE, U.S.A., via SHANGHAI, KOBE and YOKOHAMA. MONDAY, 30th July, at 4 P.M.

KAWACHI MARU. KOBE and YOKOHAMA. FRIDAY, 3rd Aug., at DAYLIGHT.

WAKASA MARU. MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID. FRIDAY, 10th Aug., at DAYLIGHT.

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Clatter Road.

A. S. MIHARA,
 Manager.
 Hongkong, 23rd July, 1900. [12]

NORTHERN PACIFIC

STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION CO.

Steamer.	Tons.	Captain.	Proposed Sailing.	Steamer.	Tons.	Captain.	Proposed Sailing.
GOODWIN	4,421	A. Jackson	July 28	MONSHIRE	2,872	J. Kennedy	Aug. 4
BRECONSHIRE	3,667	G. E. Elliott	July 28	BRANMAR	3,601	W. Watt	Aug. 25
VICTORIA	3,502	J. Pantou	Aug. 7	ABOVELL	2,907	W. S. Thomson	Sept. 20
QUEEN ADELAIDE	2,822	F. McNair	Aug. 20	MONSHIRE	2,872	J. Kennedy	Oct. 20
DUKE OF EIRE	3,821	J. S. Cox	Sept. 5				

* Calling at Amoy, Foochow and Shanghai.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Excellent accommodation. First class Table. DOCTOR and STEWARDESSESS carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 241.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery to the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, TACOMA, or PORTLAND, 225.

The best route to the Klamath Gold Fields. Frequent Sailings from Victoria, TACOMA and PORTLAND to DYER and ST. MICHAEL.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Points and to Canadian and United States Ports.

Consular Invoices of Goods for United States Points should be in quadruplicate, and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railway, Tacoma, Wash., for Goods forwarded via that port, and to the Freight Agent, Oregon Railroad and Navigation Co., Portland, Oregon, Goods Shipped by that route.

Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

Rates of Passage to other Points on application.

Special rates allowed to members of Government Services.

For further information as to Passage or Freight, apply to
 DODWELL & CO. LIMITED,
 General Agents.
 Hongkong, 26th July, 1900. [10]

VESSELS ON THE BERTH.

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERICA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.

THURSDAY.

SAILING DATES.

STUTTGART. 26th July.

KONIG ALBERT. 26th July.

WEIMAR. 26th July.

PRINZ HEINRICH. 26th July.

PREUSSEN. 26th July.

HAMBURG (Hamburg-Amerika Linie). 26th July.

SACHSEN. 26th July.

OLDENBURG. 26th July.

BAYERN. 26th July.

VESSELS ON THE BERTH.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.
The Company's Steamship

"ERNEST SIMONS."
Captain Durand, will be despatched for the above Ports on or about MONDAY, the 26th inst.

For Freight or Passage, apply to
G. DE CHAMPEAUX, Agent.
Hongkong, 24th July, 1900. [2]

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS-POSTES FRANCAIS.

NOTICE

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, DIBOUTI, EGYPT, MARSEILLE, MEDITER- RANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX, PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 30th July, 1900, at 1 P.M., the Company's Steamship "TONKIN," Captain Dupuy Fromy, with Mails, Passengers, Specie and Cargo, will leave this port for MARSEILLE via Ports of call, WITHOUT TRANSIT.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 P.M. Specie and Parcel, until 3 P.M. on the 29th July. (Parcels are not to be sent on board; they must be left at the Agency's Office). Contents and Value of Packages are required. For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 17th July, 1900. [2]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, July 31, at Noon.

*ALGOA (via Moji, Kobe, Yokohama and Honolulu) THURSDAY, Aug. 2, at Noon.

*For Cargo only.

CITY OF RIO DE JANEIRO (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Aug. 25, at Noon.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Sept. 18, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on TUESDAY, the 31st July, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 14th July, 1900. [4]

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Beale's Building, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 25th July, 1900. [3]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"RICHMOND CASTLE" will be despatched for the above port on or about the 20th August.

For Freight, apply to

DODWELL & CO., Ltd., Agents.

Hongkong, 23rd July, 1900. [2054]

VESSELS ON THE BERTH.

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFSON, TOPEKA AND SANTA FE RAILROAD CO.

PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.

THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.

S.S. "CARLISLE CITY" About 6th Aug. S.S. "STRATHGYLE" About 15th Sept.

THE Steamship "CARLISLE CITY" will be despatched for SHANGHAI, MOJI, KOBE, YOKOHAMA, SAN DIEGO and SAN FRANCISCO, on MONDAY, the 6th August.

Through Bills of Lading issued to any point in the United States.

Cargo will be received on board until 5 P.M. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices, to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 10th July, 1900. [14]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Aug. 7, at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Sept. 1, at Noon.

GALICIA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Sept. 27, at Noon.

THE Company's Steamship "DORIC" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 7th August, 1900, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.

C. L. GORHAM, Acting Agent.

Hongkong, 14th July, 1900. [4]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at TIMOR, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to AUSTRALIA, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"EASTERN,"

Captain Ellis will be despatched for the above ports on THURSDAY, the 5th August, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c. throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO., Agents.

Hongkong, 5th July, 1900. [1912]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"RHIPHEUS" will be despatched for the above port on TUESDAY, the 21st August.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900. [1983]

VESSELS ON THE BERTH.

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"ANPING MARU," Captain I. Sato, will be despatched for the above ports on WEDNESDAY, the 8th August, at DAYLIGHT.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 25th July, 1900. [1443]

CHINA NAVIGATION COMPANY, LIMITED.

FOR QUEENSLAND PORTS, SYDNEY, AND MELBOURNE.

THE Company's Steamship

"CHANGSHA,"

Captain Moore, will be despatched as above on WEDNESDAY, the 15th August, at 4 P.M.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engine Room. Refrigerating Chambers, the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd July, 1900. [2048]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"INDRAVELLI,"

Captain W. E. Caven, will be despatched as above on or about the 24th August.

For Freight, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 20th July, 1900. [2026]

OCEAN STEAMSHIP COMPANY.

FOR LIVERPOOL DIRECT.

(Taking Cargo at London rates.)

THE Company's Steamship

"SARPEDON,"

Captain Grier, will be despatched as above on FRIDAY, the 10th August.

For Freight, apply to

BUTTERFIELD & SWIRE, Agents.

Hongkong, 14th July, 1900. [1893]

HONGKONG STEAMERS.

Agila, Aust. str., 1,173, Mirocchino, July 22.

Sander, Weller & Co.

Algoa, British str., 7,573, Hansford, July 11.

P. L. S. S. Co.

Baron, Lancashire, British str., 2,040, Bridges, July 20, Admiralty.

Baroness, British str., 1,467, Potter, July 21.

Gibb, Livingston & Co.

Changsha, British str., 1,463, Moore, May 29.

Butterfield & Swire

China, American str., 3,187, Seabury, July 21.

P. M. S. S. Co.

Chittagong, British str., 1,241, Corfield, July 20, Dodwell & Co., Limited.

Chowlat, British str., 1,115, Morris, July 20.

Chinese

Era, German steamer, 2,083, Peterson, July 15.

Siemens & Co.

Goodwin, British str., 2,832, Jackson, June 4.

Dodwell & Co., Limited

Haitian, British steamer, 1,138, Reach, July 24.

Douglas Lapraik & Co.

Hanoi, French steamer, 749, Pannier, July 5.

A. B. Marty

Hitchi Maru, Jap. str., 6,177, Anderson, July 25.

Nippon Yusen Kaisha

Holho, French str., 509, Marles, July 25.

A. R. Marty

Idzumi Maru, Jap. str., 2,301, Cumanow, July 20.

Nippon Yusen Kaisha

Java, British steamer, 2,003, Gordon, July 25.

P. O. S. S. Co.

Kaifong, British str., 1,024, Pennefather, July 24.

Butterfield & Swire

Kumsang, British str., 2,078, Payne, July 18.

Jardine, Matheson & Co.

Kwangle, British str., 1,505, Lincoln, July 21.

Chinese

Manas, British str., 1,020, Kynock, July 10.

Jardine, Matheson & Co.

Michael Jensen, Ger. str., 710, Jensen, July 23.

Jensen & Co.

Pakhoi, British str., 1,248, Williams, July 15.

Butterfield & Swire

Peluse, British str., 1,700, Connell, July 8.

Arnhold, Karberg & Co.

Petrarch, German str., 1,232, Uecker, July 17.

Sander, Weller & Co.

Phranang, German str., 1,021, Calder, July 25.

Melchers & Co.

Queen Adelaide, British str., 1,835, McNair, July 24.

Dodwell & Co., Limited

Siam, British steamer, 992, Holton, July 21.

Bradley & Co.

Stuttgart, German str., 3,199, Grosch, July 25.

Melchers & Co.

Taishan, German str., 828, Alrens, July 11.

Meyer & Co.

Tamsui Maru, Jap. str., 1,216, Pattison, July 24.

Chinese

Thales, British steamer, 820, Passmore, July 23.

Douglas Lapraik & Co.

Tritos, German str., 1,033, Schalkier, July 12.

Dodwell & Co., Limited

Weimar, German str., 3,176, Frahn, July 23.

Melchers & Co.

Yawata Maru, Jap. str., 3,816, Moses, July 24.

Nippon Yusen Kaisha

Yochime Maru, Jap. str., 1,742, Mimamika, July 17.

Nippon Yusen Kaisha

Yuenang, British str., 1,133, Rolfe, July 23.

Jardine, Matheson & Co.

SAILING VESSELS.

Carnarvon, British ship, 1,772, Pann, July 9.

Standard Oil Co.

Emerald, British str., 130, Harrison, April 14.

Jardine, Matheson & Co.

Gleashoe, British bark, 869, Burns, June 20.

Sander, Weller & Co.

Governor Robie, Amr. bark, 1,627, Nicholson, July 9.

Standard Oil Co.

J. P. Hitchcock, American ship, 2,100, Gads, July 2.

Standard Oil Co.

Kwaio Maru, Jap. str., 528, Mass, June 19.

Master

R. C. Klemm, Ger. ship, 1,633, Otto, July 10.

Standard Oil Co.

Sachum, Amr. bark, 1,237, Nickles, July 13.

Standard Oil Co.

THE WEATHER

CHINA COAST METEOROLOGICAL REGISTER, 24th JULY, P.M. HONGKONG HOTEL.

Mr. J. H. Aitken	Mr. E. A. Katsch
Mrs. Angus	Mr. & Mrs. F. Kiono
Mrs. G. W. Appleby	Mr. W. C. ...

cr.	ea	d	hr.	a-	ty.
-----	----	---	-----	----	-----

STATION.	Hour.	Baromet. red sea level in inches.	Ther- momet. in Fahrenheit.	Humid- ity.	Wind direction.	Force.	Weather.
Vatavostok	2 p.	29.56	—	—	N	4	or
Tokyo	"	29.74	—	—	S	2	—
Kooni	"	29.83	—	—	S	2	—
Nagasaki	"	29.87	—	—	SW	6	—
Kagoshima	"	29.67	—	—	W	6	—
Tainoku	1 p.	29.60	—	—	NW	4	—
Taichu	"	29.87	—	—	W	6	—
Tainan	"	29.84	—	—	SW	6	—
Koshu	"	29.12	—	—	SE	4	—
Pescadore	"	29.00	—	—	NW	4	—
Gutzlaff	3 p.	29.79	57	80	S	2	lv
Sharp Peak	"	29.81	84	81	E	1	c
Amoy	"	29.83	92	61	SE	2	—
Swatow	"	29.80	88	—	S	3	c
Sancti	"	29.79	94	—	S	3	c
Hongkong	4 p.	29.80	84	76	ESE	1	o
Victoria Peak	"	29.80	—	—	SE	2	—
Gap Rock	"	29.80	—	—	SE	2	—
Macao	"	29.81	90	—	SE	1	c
Haiphong	1 p.	—	—	—	N	2	o
Manila	4 p.	29.80	91	61	SE	2	b
Bacool	3 p.	—	—	—	S	12	o
Hioio	"	29.77	80	—	NW	1	c
C. S. James	"	29.80	87	—	NE	4	c
					SW	1	c
23 th JULY, A.M.							
Vatavostok	2 a.	29.50	60	98	SW	3	or
Tokyo	10 a.	—	—	—	—	—	—
Kooni	"	—	—	—	—	—	—
Nagasaki	"	—	—	—	—	—	—
Kagoshima	"	—	—	—	—	—	—
Tainoku	9 a.	29.05	—	—	—	—	—
Taichu	"	29.03	—	—	—	—	—
Tainan	"	29.03	—	—	—	—	—
Koshu	"	29.03	—	—	SE	2	—
Pescadore	"	29.03	84	72	SW	4	bv
Gutzlaff	9 a.	29.84	84	72	SW	4	bv
Sharp Peak	"	29.87	85	76	SW	1	c
Amoy	"	29.89	84	83	NE	1	c
Swatow	"	29.88	86	—	E	1	c
Sancti	"	29.88	86	—	E	1	c
Hongkong	10 a.	29.89	81	84	—	—	od
Victoria Peak	"	29.87	—	—	SW	1	—
Gap Rock	"	29.87	—	—	—	—	—
Macao	"	29.88	81	—	SE	1	or
Haiphong	7 a.	29.92	80	78	NNE	1	c
Manila	10 a.	—	—	—	SW	1	c
Bacool	9 a.	—	—	—	SW	1	c
Hioio	"	29.89	—	—	SW	1	—
Cebu	"	29.90	—	—	NE	2	—
C. S. James	"	—	—	—	S	2	or

On the 23th at 11.45 a.m. The barometer has risen slightly over 3 China and the Philippines, falls in the extreme North. High pressure extends from the Lochnoe to S. China and the Philippines, and a depression lies in the N. part of the Gulf of Japan. It extends slight for S. and SE. winds on the China coast. Forecast: slight to moderate S. winds; shower.

Mr. W. S. Bailey	Mr. A. R. Lewis
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Mr. & Mrs. A. W. Barnard	Mr. & Mrs. W. M. Long
Mr. & Mrs. O. M. D. Bell	Miss May
Mr. Baerens	Mr. E. O. Murch
Mr. Black	Mr. W. J. Newland
Colonel Blackburn, R.N.	Mr. Van Nierop
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Lieut. Com. Florins	Mr. Shimokuni
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Mr. M. Fukumoto	Mr. D. A. Smith
Mr. Genge	Nr. A. J. Hamilton
Mr. R. J. Gillings	Smytho
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Mr. W. Hall	Mr. P. M. Steiff
Mr. and Mrs. J. D. Hawkins	Mr. W. Gregor Taylor
Mr. F. H. Hebbethwaite	Mr. W. D. Webb and infant
Mr. Hedoravitch	Mr. G. Weennaman
Mrs. Thos. Howard	Mr. W. J. G. Whiley
Mr. G. L. Hummel	Mrs. & Miss Whiley
Mr. & Mrs. J. Hyggon	Lieut. and Mrs. Bagnall
Major & Mrs. Jeffreys	Wild
Mr. & Mrs. Joseph	Mr. G. Gordon Wilson
	Nr. and Mrs. Worfield

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Mr. J. B. Lee
Mr. and Mrs. R. Louke
Mr. R. Martin
Mr. C. Gordon Mackie
Major & Mrs. Morris
Mr. E. Mitchell
Mr. and Mrs. E. T. McCarthy
Captain H. Napier
Mr. Stuart G. Nowall
Mr. H. B. Oakley
Miss Oakley
Mr. & Mrs. Brooks Pigott and child
Mr. H. E. Pollock
Mr. Cecil Simpson
Mrs. Cecil Simpson and child
Mr. A. Sinclair
Mr. G. L. Romlin
Mr. & Mrs. Macdonal
Miss Vaughan

3Hauptstadt des Bundes: T. 2.

The H. A. L. steamer *Alesia*, from Hamburg, left Singapore for this port on the 20th inst., and may be expected here on or about the 25th inst.

The P. & O. steamer *Java* left Singapore for this port on the 20th inst., at 10 a.m.

The steamer *Catherine Apcar*, from Calcutta, left Singapore for this port on the 20th inst.

The C. & O. steamer *Carlisle City* left Yokohama on the 19th inst., and may be expected here on or about the 23rd inst.

The C. P. R. steamer *Tartar* left Vancouver on the 12th inst., and is due at Hongkong on the 14th proximo.

The O. S. S. steamer *Glaucus* left Singapore on 22nd inst. at daylight, and may be expected in Hongkong on 27th inst.

The S. & O. Company's hired transport *Nankin* left Bombay Sunday afternoon, the 22nd inst., for this port.

The O. S. S. steamer *Prometheus* left Singapore at noon on 21st inst., and is due in Hongkong on 26th inst.

The Glen Line steamer *Glenesh*, from Middlesbrough, London and the Straits, left Singapore on the 22nd inst., and is due here on the 27th inst.

The N. G. L. steamer *Nurnberg*, from Hamburg, left Singapore for this port on the 25th inst., and may be expected here on or about the 30th inst.

The steamer *Opack* from Glasgow and Liverpool, left Singapore for this port on Wednesday, 25th inst., and may be expected here on or about the 31st inst.

PASSED THE CANAL.

OUTWARD.—2nd June.—*Bongloe*, 9th June.—*Erzherzog*, Malacca, 13th June.—*Arab*, Ision, Cila, Cawrie, 27th June.—*Alesia*, 28th June.—*Glaucus*, *Glenesh*, *Nurnberg*, *Java*, Broadmayne, 3rd July.—*China*, *Opack*, *Raffa*, *Neurex*, *Larrington*, 6th July.—*Ernest Simons*, *Anapa*, *Kirkdale*, *Enma*, 10th July.—*Carmarthenshire*, *Margur*, 13th July.—*Benlauer*, *Bergenhus*, *Hector*, *Odesa*, *Kawachi Maru*, *Sarnia*, *Rokeby*, 17th July.—*Shanghai*, *Yarra*, 20th July.—*Isio*.

HOMEWARD.—2nd June.—*Michael*, 27th June.—*Japan*, 10th July.—*Sachsen*, 17th July.—*Prince Heinrich*, *Alva Maru*, *Agawanou*, 20th July.—*Drummond*, *Dioned*, *Silecia*.

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N. FUJISE
 Manager.
 Hongkong 10th August 1890

THE FRENCH MAIL

The M. M. steamer *Ernest Simons*, with the next French mail, left Singapore on Monday, 23rd inst., at 5 p.m., for this port via Saigon.

THE AMERICAN BLA
O. steamer *Dacie* wi

The T. K. K. steamer *Nippon Maru*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 30th ult.

anghai, on the 10th in

The P. M. steamer *City of Rio de Janeiro*, with mails, &c., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai on the 19th inst.

THE CANADIAN MAIL.

The C. P. R. steamer *Empress of China* left Yokohama on the 23rd inst. for this port via Kobe.

MERCHANT STEAMER

The N. P. steamer *Victoria* left Yokohama for this port on the 15th inst.
The N. P. steamer *Monmouthshire* left Yokohama for this port on the 17th inst.
The N. P. steamer *Olympia* sailed from Tacoma for Japan and Hongkong on the 14th inst.

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TEM—II.
6.—WHO IS RESPONSIBLE, AND WHO IS TO
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7.—HOW CAN MATTERS BE MENDED. ON

T PRINCIPLES, AND BY WHAT PEE-

8.—THE ORGANIZATION OF THE EMPIRE
FOR WAR.
Hongkong, 3rd July, 1900. [1883—